



City of New Ulm

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TO: Honorable Mayor and City Council
FROM: Joseph E. Stadheim, P.E., City Engineer *JS*
DATE: November 1, 2022

SUBJECT: ENGINEER'S REPORT ON THE PROPOSED 2023 CAPITAL IMPROVEMENT PROGRAM (CIP)

This report has been prepared as a planning tool and recommends various capital improvement projects as candidates for construction. Additionally, the intention of this report is to further advise the City Council in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; to provide a reasonable estimate of the total amount of benefit to be specially assessed; and a description of the methodology used to calculate individual assessments for affected parcels. This report has the following sections and appendices:

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Section 1 - Roadway, Utility and Other Reconstruction Categories/Criteria

A. Paved Roadways

The City utilizes a pavement management system (ICON) to rate all of the paved municipal roadways, alleys and bituminous recreational trails within the City. The system includes a database of each segment that contains current and historical information relative to the segment. The inventory is updated by physically inspecting (surveying) one-third of the City's segments every year. The survey identifies the type of distress present on all pavement sections and determines the severity and quantity of each distress. When the survey information is entered into the program, the pavement management system assigns each segment an Overall Condition Index (OCI) rating on a scale of 0 to 100 with 0 being the worst and 100 the best. The roadway and alley segments are further categorized according to their OCI as follows:

OCI 0 to 27.99 (Failed)
OCI 28 to 65.99 (Marginal)
OCI 66 to 100 (Adequate)

Failed segments are considered as candidates for reconstruction. Marginal segments are considered as candidates for either reconstruction or overlay, depending upon several other factors and adequate segments are scheduled to receive normal surface treatment and maintenance, such as crack sealing and seal coating.

Recent History of Roadway Reconstruction Activity			
Construction Year	Miles Reconstructed	Dollar Value (Millions)	Average Cost Per Mile (Millions)
2008	3.9	2.9	0.744
2009	4.6	3.6	0.783
2010	2.8	2	0.714
2011	3.1	2.7	0.871
2012	2.5	3.9	1.560
2013	2.1	2.5	1.190
2014	2.7	3	1.111
2015	2	2.8	1.400
2016	1.9	2	1.053
2017	1.7	2	1.176
2018	1.6	1.9	1.188
2019	2.1	5.7	2.714
2020	2.5	5.6	2.240
2021	1.7	2.8	1.647
2022 (Est.)	2.9	7.9	2.724
Summation	38.1	51.3	

Distribution of Pavement Condition							
Beginning January 1st	Failed		Marginal		Adequate		Total Paved Miles
	Miles	%	Miles	%	Miles	%	
2010	30.70	37.6%	10.22	12.5%	40.73	49.9%	81.65
2011	28.70	35.1%	9.53	11.7%	43.52	53.2%	81.75
2012	26.04	31.9%	10.22	12.5%	45.38	55.6%	81.64
2013	27.53	33.6%	10.54	12.9%	43.81	53.5%	81.88
2014	25.65	31.2%	10.54	12.8%	45.98	56.0%	82.17
2015	20.20	24.3%	14.56	17.5%	48.29	58.1%	83.05
2016	19.41	23.2%	16.47	19.7%	47.65	57.0%	83.53
2017	15.72	18.7%	18.44	21.9%	50.07	59.4%	84.23
2018	14.35	16.9%	18.19	21.5%	52.16	61.6%	84.70
2019	14.53	17.0%	19.15	22.5%	51.62	60.5%	85.30
2020	10.40	12.1%	25.19	29.4%	50.03	58.4%	85.62
2021	10.29	11.9%	25.15	29.0%	51.36	59.2%	86.80
2022	13.94	16.1%	20.88	24.1%	51.85	59.8%	86.67
2023	9.18	10.5%	21.42	24.4%	57.11	65.1%	87.71

B. Concrete Curb and Gutter

Criteria used to determine when concrete curb and gutter should be reconstructed include the following:

- i. Poor overall condition
- ii. Settled, tipped or uneven segments
- iii. Roadway grade changes
- iv. Sanitary sewer and water end service construction
- v. Underground utility reconstruction that impacts or undermines the existing concrete curb and gutter

C. Alleys

Alleys are considered as candidates for reconstruction when their Overall Condition Index (OCI) falls into the failed category (OCI<28) of the Pavement Management System and/or by the recommendation of the Street Department personnel based on the time, effort and cost needed to maintain the existing bituminous or concrete surface.

Distribution of Alley Pavement Condition							
Beginning January 1st	Failed		Marginal		Adequate		Total Paved Alley Segments
	Each	%	Each	%	Each	%	
2013	88	40.2%	36	16.4%	95	43.4%	219
2014	85	38.5%	38	17.2%	98	44.3%	221
2015	82	36.9%	38	17.1%	102	45.9%	222
2016	78	35.1%	38	17.1%	106	47.7%	222
2017	71	31.6%	38	16.9%	116	51.6%	225
2018	70	30.6%	38	16.6%	121	52.8%	229
2019	75	32.2%	83	35.6%	75	32.2%	233
2020	75	32.2%	83	35.6%	75	32.2%	233
2021	75	32.2%	83	35.6%	75	32.2%	233
2022	73	31.3%	83	35.6%	77	33.0%	233
2023	67	28.8%	104	44.6%	62	26.6%	233

D. Watermain

Criteria used to determine when watermain should be reconstructed include the following:

- i. Transite pipe
- ii. Lead water services
- iii. Cast iron pipe with lead joints
- iv. Segments of pipe that have a history of breakage and/or have corrosive soil conditions
- v. Segments of inadequate domestic or fire flow

E. Sanitary Sewer Main

Criteria used to determine when sanitary sewer main should be reconstructed include the following:

- i. Pipe that is undersized to carry existing or future peak flows
- ii. Pipe that has cracking or other structural deficiencies
- iii. Pipe that has sags, misaligned joints, deposits or other obstructions
- iv. Pipe that has severe tree root invasion

- v. Pipe systems that allow inflow and/or infiltration
- vi. Aged clay pipe

F. ADA Improvements

In 2018, the City completed an ADA Transition Plan which was adopted by the City Council on June 4, 2019. The development of the Plan included an inventory and evaluation of pedestrian facilities within the public right-of-way. The City of New Ulm will use two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. The pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards whenever feasible. The second method includes standalone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the CIP on a case by case basis or may be completed by internal City forces as recommended by the City of New Ulm staff and ordered by the City Council.

Section 2 - City of New Ulm Complete Streets Policy

Introduction

Complete Streets is a transportation network approach that considers the needs of pedestrians, bicyclists, transit users, motorists, commercial and emergency vehicles, hereby referred to as all users. The goal of complete streets is a transportation system that is accessible, equitable and adapted to serve the needs of individuals regardless of how they choose to travel.

Vision and Purpose

The City of New Ulm's Complete Streets Policy will assist in the establishment of transportation corridors that are safe, functional, encourage active transportation and aesthetically attractive for all users. This Policy will help guide decision makers in planning, designing and constructing transportation networks to reasonably accommodate all anticipated users.

Policy

The City of New Ulm will consider the safety and accessibility of users of all abilities and transportation modes through the design, operation and maintenance of the transportation network. This approach will help create a connected network of facilities that accommodates each method of transportation that is consistent with and supportive of the local community. The Policy recognizes that streets are different and the needs of various users will be considered in a balanced and flexible manner.

Transportation network improvements may include facilities and amenities that contribute to Complete Streets. This includes but is not limited to street and sidewalk lighting, sidewalk and pedestrian ramp construction and bicycle infrastructure improvements.

Early consideration of all transportation modes will be important for this policy to succeed. Those that plan and design roadway improvement projects will give consideration to all users from the beginning of the planning and design process to its conclusion. This will require interested individuals and groups to provide input through the New Ulm Safety Commission at least 6 months in advance of the yearly Capital Improvement Program development process.

The project development process will include consideration of the land use and transportation context of the project along with relevant information from the Comprehensive Plan for the City of New Ulm. Gaps and deficiencies in the transportation network for various user groups will be considered and an assessment made of the tradeoffs necessary to balance those needs. Review and input from the City's Safety Commission and other interested individuals or groups will be taken into consideration during the project development process. Factors that may be given high priority include whether:

- The corridor provides primary access to a significant destination such as parks, recreation centers, schools, shopping centers, health care facilities, grocery stores or employment centers;
- The corridor provides primary access across a natural or manmade barrier such as a river or highway;
- The corridor is in an area where a high amount of active transportation and pedestrian traffic can be anticipated;
- A road corridor provides important continuity or connectivity links for the existing recreational trail network; or
- Nearby routes that provide a similar level of convenience and connectivity already exist.

A Complete Streets segment may be achieved through a single improvement project or through a series of improvement projects over a period of time.

Section 3 - Project Description and Summary of Preliminary Estimated Cost.

The following Projects are recommended as viable candidates for 2023 construction:

A. 2023 Utility, Street and Alley Improvements – Group I.

This group of work includes improvements that have been petitioned for and/or ordered in by the City Council, as well as other improvements that should be considered as potential construction candidates. The improvements and associated estimates of cost that I recommend for consideration are as follows:

i. Washington Street from 7th South Street to 10th South Street.

This project consists of the reconstruction of the existing watermain, sanitary sewer main, sewer and water end services, storm sewer extension and modification, and reconstruction of the existing roadway section including excavation and replacement of subgrade, aggregate base, bituminous paving, pavement subdrains, concrete curb and gutter, pedestrian sidewalk ramps, street lighting and selective replacement of concrete driveway pavement and sidewalk.

Estimated Cost: \$1,476,420

ii. Minnesota Street from 7th North Street to 9th North Street.

This project consists of the reconstruction of the existing watermain, sanitary sewer main, sewer and water end services, storm sewer extension and modification, and reconstruction of the existing roadway section including excavation and replacement of subgrade, aggregate base, bituminous paving, pavement subdrains, concrete curb and gutter, pedestrian sidewalk ramps, street lighting and selective replacement of concrete driveway pavement and sidewalk.

Estimated Cost: \$996,310

iii. Oakwood Avenue from Boettger Road to Milford Street.

This project consists of the reconstruction of the existing roadway section including excavation and replacement of subgrade, aggregate base, bituminous paving, pavement subdrains, selective replacement of concrete curb & gutter, pedestrian sidewalk ramps and selective replacement of concrete driveway pavement and sidewalk.

Estimated Cost: \$671,500

iv. Alley Block 97 South of Center Street.

Alley from 8th South Street to 9th South Street between Broadway and State Street. This project consists of the reconstruction of the existing alley pavement section including grading, aggregate base, bituminous surfacing, selective seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Estimated Cost: \$46,200

v. Alley Block 96 South of Center Street.

Alley from 9th South Street to 10th South Street between Broadway and State Street. This project consists of the reconstruction of the existing alley pavement section including grading, aggregate base, bituminous surfacing, selective seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Estimated Cost: \$46,200

vi. Alley Block 93 South of Center Street.

Alley from 12th South Street to 13th South Street between Broadway and State Street. This project consists of the reconstruction of the existing alley pavement section including grading, aggregate base, bituminous surfacing, selective seven inch (7") concrete alley approach pavement, underdrain, miscellaneous removals and restoration.

Estimated Cost: \$46,200

vii. Miscellaneous Storm Sewer, Concrete Sidewalk and ADA Improvements.

This project consists of ADA pedestrian ramp improvements to compliment the improvements scheduled within the 2023 Surface Reconstruction Project to meet the current ADA requirements as per New Ulm's adopted ADA Transition Plan and other deficient concrete sidewalk at locations determined by the City Engineer.

Estimated Cost: \$100,000

Summation of Estimated Cost
2023 Utility, Street & Alley Improvements – Group I \$3,382,830

B. 2023 MSAS Improvement Project.

This group of work includes improvements on roadway segments and bridges currently on New Ulm's Municipal State Aid System (MSAS) except as noted.

i. North Highland Avenue from Oak Street to US Highway 14.

This project consists of a bituminous mill and overlay, selective replacement of concrete curb & gutter, sidewalk and pedestrian sidewalk ramps.

Estimated Cost: \$852,500

ii. North Broadway from 20th North Street to CSAH 13/North Highland Avenue.

This project consists of a bituminous Full Depth Reclamation (FDR) of the existing roadway driving surface, bituminous paving, selective replacement of concrete curb & gutter, sidewalk and pedestrian sidewalk ramps.

Estimated Cost: \$1,221,000

Summation of Estimated Cost

2023 MSAS Improvement Project \$2,073,500

C. 2023 Railroad Crossing Safety Improvements.

This project consists of railroad safety improvements, including the installation of warning lights and safety gates at the Valley Street railroad crossing between Center Street and 1st North Street

20223 Railroad Crossing Safety Improvements \$350,000

D. 2023 Surface Reconstruction Project.

This group of work includes improvements on roadway segments by the City Public Works Department. Improvements include removal of existing bituminous pavement, reshaping the existing gravel base, repave with four inches (4") of bituminous surfacing (unless noted otherwise) and selective replacement of concrete curb and gutter at the following locations:

i. German Street from 12th South Street to 16th South Street (4 Blocks)

Estimated Cost: \$172,000

ii. State Street from 17th North Street to 19th North Street (2 Blocks)

Estimated Cost: \$86,000

iii. 8th North Street from Broadway to Washington Street (2 Blocks)

Estimated Cost: \$86,000

iv. 17th North Street from Franklin Street to Jefferson Street (1 Block)

Estimated Cost: \$43,000

v. 6th South Street from Broadway to German Street (2 Blocks)

Estimated Cost: \$86,000

vi. 1st South Street from Valley Street to Front Street (1 Block)

Estimated Cost: \$43,000

Summation of Estimated Cost

2023 Surface Reconstruction Project by City Forces \$516,000

E. 2023 Brown County Project.

This group of work includes improvements on roadway segments currently on Brown County's County State Aid System (CSAH) that are within the New Ulm Corporate Limits.

i. CSAH 26 (10th South Street & Summit Avenue) from Broadway to the entrance of Flandrau State Park.

This project consists of a bituminous mill & overlay, ADA sidewalk improvements and miscellaneous utility improvements.

This project is contingent on Brown County receiving State Park Road Account Program Grant Funding. Grant funding awards are expected to be announced in April of 2023.

Estimated Contract Cost

2023 Brown County Project \$1,300,000

F. 2023 Airport Projects.

This group of work includes the following improvements to the Airport grounds:

i. Terminal Parking Lot Rehabilitation

Reconstruction of the Terminal Building parking lot, including ADA improvements.

ii. Terminal Apron Expansion

Expansion of the Airport Terminal Apron for future hangar development.

- iii. Aircraft Fuel System Replacement
Replacement of the existing Airport fueling system.
- iv. Wildlife Safety Fencing
Installation of Phase I of the wildlife safety fencing around the airport grounds.

Estimated Contract Cost	
2023 Airport Projects	\$1,365,000

G. 2023 Tree Planting Project.

This group of work includes the planting of new and/or replacement trees on the proposed 2023 construction projects.

Estimated Contract Cost	
2023 Tree Planting Project	\$22,000

SUMMARY OF SECTION 1 – PRELIMINARY ESTIMATED COST FOR 2023 CIP

A. 2023 Utility, Street & Alley Improvements – Group I	\$3,382,830
B. 2023 MSAS Improvement Project	\$2,073,500
C. 2023 Railroad Crossing Safety Improvement	\$350,000
D. 2023 Surface Reconstruction Project by City Forces	\$516,000
E. 2023 Brown County Project	\$1,300,000
F. 2023 Airport Project	\$1,365,000
G. 2023 Tree Planting Project	\$22,000
 SUMMATION 2023 CIP	 \$9,009,330

Section 4 - Funding Sources and Projected Bonding Need

A. Summation of Estimated Dedicated Funding Sources

PUC Water Department Rate Base Funding	\$425,000
PUC Wastewater Department Rate Base Funding	\$425,000
City Sewer & Water Infrastructure Fund	\$630,000
Street Department Funding (ADA)	\$100,000
Street Department Funding (Surface Reconstruction)	\$516,000
Federal Funding (2023 MSAS Project)	\$1,489,249
MSAS Funding (2023 MSAS Project)	\$345,751
Federal Funding (Railroad Crossing Safety Improvements)	\$315,000
Airport Funding (Federal & State)	\$1,296,750
State Park Road Account Funding	\$1,300,000

Summation of Estimated Dedicated Funding	\$6,842,750
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B. Projected Bonding Need

Estimated CIP Cost	\$9,009,330
Less Estimated Dedicated Funding	(\$6,842,750)
Add 1.0% Contingency (materials testing, etc.)	\$90,093
Add Estimated Cost to Issue Bond	\$60,000

PROJECTED GROSS 2023 BONDING NEED	\$2,316,673
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Section 5 - Necessity, Cost-Effectiveness and Feasibility

The City's pavement management system ratings and visual inspection clearly indicate that the recommended roadway reconstruction segments are in need of reconstruction. The ADA Improvements have been scheduled according to the implementation methodology outlined within the City of New Ulm ADA Transition Plan intended to meet the requirements of Title II of the Americans with Disabilities Act (ADA) of 1990.

The underground utility reconstruction is recommended as a systematic method to replace old, undersized or obsolete watermain and sanitary sewer main piping and materials, as well as pipe segments prone to breakage or infiltration. Storm sewer extensions are recommended when mandated to accommodate additional impervious surface, or when cost effective to eliminate storm water drainage problems and vehicular hazards created by pavement cross-gutters. Storm water quality ponds or other treatment facilities are required to meet NPDES or MPCA Stormwater Regulations and must be maintained to their original dimensional design standard. The balance of the recommended improvements have been petitioned for by adjoining property owners, have been contemplated within inplace Development Agreements, have been requested by Developers, property owners, or City Departmental personnel along with a corresponding budget appropriation. Therefore, I believe that all of the recommended improvements are necessary. In addition, the improvements outlined in this report are feasible and have been grouped to enhance constructability and to encourage competitive bidding from multiple contractors, which ultimately provides for a cost-effective Capital Improvement Program.

Section 6 - Special Benefit and Methodology

The specific improvements contemplated in the Plan are discussed in detail below. In each case, the recommended special assessment to an affected property owner is based upon the property receiving a special benefit in at least the amount of the assessment proposed.

A. Initial Improvement

- i. **Roadway Improvements.** The benefit for initial roadway improvements is normally assessed according to an inplace Development Agreement for the area of development. Without an Agreement, the City's policy is to assess the benefit of the initial roadway improvements at the cost of a normal City street which is currently estimated to be \$260.00 per foot per side, which includes concrete curb and gutter and 10% for administration and engineering services. In the case of very narrow or very wide parcel front footage, a minimum and/or maximum benefit or a unit value of benefit may be assigned.
- ii. **Utility Improvements.** The benefit for the initial utility improvements is normally assessed according to an inplace Development Agreement for the area of development. Generally, 100% of the cost of the improvements is assessed to the benefiting properties. The cost of sewer and water end services are assessed to the benefiting property.
- iii. **Concrete Sidewalk and Driveway Improvements.** It has been customary to assign the benefit associated with concrete sidewalk and driveway improvements to the adjacent property owners as the contract unit cost of the improvements plus an allowance for administration and engineering multiplied by the area of concrete sidewalk and driveway construction. The concrete driveway pavement normally extends through the sidewalk area.
- iv. **Alley Improvements.** It has been customary to assign the benefit associated with alley improvements to the abutting property owners regardless of access on a front foot basis as the contract cost of a normal improvement plus an allowance for contract administration and engineering. Special benefit for improvements within a T-alley configuration will be assigned on a case-by-case basis and may be assigned on a unit basis.

B. Reconstruction of Existing Improvements

- i. **Roadway Reconstruction.**

The policy utilized to assign benefit for roadway reconstruction improvements is based on City Council Resolutions No. 88-50 and No. 90-35. Resolution No. 88-50 resolved that the City shall reassess the cost of reconstruction of streets at 60% of

the cost of a general City street. Resolution No. 90-35 established a unit assessment policy for each buildable residential parcel. Non-residential properties are either assigned incremental benefit or may be assessed for 60% of the reconstruction cost for general City streets or 60% of the cost of the actual project, whichever is less, on a front foot basis, but will not be specially assessed less than the single family residential rate per parcel. In some cases, the benefit assigned to a larger non-residential parcel may be capped at a maximum amount. I recommend that the City Council continue the policy of assigning the benefit of roadway reconstruction on a unit basis to each single-family residential parcel at a rate of \$4,500.00 per parcel. The average estimated cost to reconstruct a general City street in 2023 is \$500.00 per centerline foot, or \$250.00 per foot per side. 60% of \$250.00 is \$150.00. The residential assessment rate using the normal 50-foot-wide frontage is then $\$150.00 \times 50 \text{ f.f.} = \$7,500.00$. To ensure that the amount of the special assessment is equal to or less than the amount of the special benefit to each affected property, I recommend that the \$7,500.00 amount be reduced to \$4,500.00. The \$4,500.00 per parcel rate should be considered the minimum benefit associated with roadway reconstruction and does not include any benefit associated with curb and gutter reconstruction, driveway, sidewalk and/or other requested improvements.

If a residential parcel has frontage on two (2) intersecting streets and both roadways are being reconstructed in the same construction season as part of the same or separate projects, the parcel will typically be specially assessed on both sides, one side at the full reconstruction rate and the other side at 60% of the full reconstruction rate. If a parcel has frontage on two (2) intersecting streets and has been specially assessed in the past ten (10) years for a roadway improvement or a reconstruction project excluding a surface reconstruction project on a front yard basis, a side yard calculation may be applied to the adjoining side at 60% of the current reconstruction assessment rate.

Each unit of a twin home or duplex is assessed at 75% of the current reconstruction assessment rate on the front yard side. Multi-unit residential facilities are assigned incremental benefit depending on the number of units.

ii. Underground Utility Reconstruction.

Reconstructed sanitary sewer and watermain are typically not specially assessed as the City infrastructure charge paid by each utility customer on the monthly PUC bill is used to partially fund main reconstructions.

iii. Surface Reconstruction and Overlays by City Forces.

The special benefit and methodology discussed in this paragraph is for surface reconstruction and overlay improvements constructed by the City Street

Department. Surface reconstruction generally consists of removing the existing bituminous pavement, reshaping the gravel base and repaving with four inches (4") of bituminous surfacing. The work may include selective replacement of concrete curb and gutter and minor subgrade correction. This work is approximately 45% of the work required for the reconstruction of a general City street. Therefore, I recommend that the benefit specially assessed for surface reconstruction be 45% of the full reconstruction rate of \$4,500 which would be \$2,025 assigned on a residential unit basis while assigning incremental benefit to larger, non-residential parcels. The \$2,025 per parcel rate should be considered the minimum benefit associated with surface reconstruction and does not include any benefit associated with curb and gutter reconstruction or subgrade correction. The full rate is applied to subdivided or half lots on side streets. Side yard calculations are not applied to corner lots when assessing surface reconstruction projects. Overlays constructed by City forces are not typically assessed.

iv. Full Depth Reclamation.

The special benefit and methodology discussed in this paragraph is for roadway reconstruction/reconditioning by the method of Full-Depth Reclamation (FDR). FDR generally consists of the reclamation of the existing full depth bituminous pavement and underlying aggregate base and paving of a new driving surface. The work may include selective replacement of concrete curb and gutter. This work is approximately 65% of the work required for the reconstruction of a general City street. Therefore, I recommend that the benefit specially assessed for full-depth reclamation be 65% of the full reconstruction rate of \$4,500 which would be \$2,925 assigned on a residential unit basis while assigning incremental benefit to larger, non-residential parcels. The \$2,925 per parcel rate should be considered the minimum benefit associated with full-depth reclamation and does not include any benefit associated with curb and gutter reconstruction or subgrade correction. The full rate is applied to subdivided or half lots on side streets. Side yard calculations are not applied to corner lots when assessing full-depth reclamation projects.

v. Alley Reconstruction.

The benefit associated with alley reconstruction will be assigned to the abutting property owners regardless of access on a front foot basis as the contract cost of a normal reconstruction plus an allowance for contract administration and engineering.

vi. Sidewalk Reconstruction.

The benefit associated with sidewalk reconstruction will be assigned to the adjacent property owners as the contract unit cost of the improvements plus an allowance for administration and engineering multiplied by the area of concrete sidewalk reconstruction. In some cases, the City Council may order the reconstruction of existing concrete sidewalk as a means to resolve a safety hazard. If the existing sidewalk was previously constructed by the City's contractor, is less than ten (10) years old, and has a $\frac{3}{4}$ " vertical displacement and/or more than a one-inch longitudinal (1") gap, the cost of the sidewalk reconstruction will not typically be assessed. Sidewalk is generally not reconstructed to resolve a perceived aesthetic or cosmetic defect.

Section 7 - Estimated Special Assessment Amounts

A. 2023 Utility, Street and Alley Improvements – Group I Project

i. Washington Street from 7th South Street to 10th South Street.

The development along this three-block segment of Washington Street is residential.

The benefit of the roadway reconstruction improvement from 7th South Street to 10th South Street will be specially assessed on a unit basis of \$4,500.00 to each residentially zoned parcel abutting the project and an incremental benefit for Lincoln Park abutting the project. If each parcel were assessed according to this methodology, the estimate of the amount to be specially assessed would be 32 single family parcels at \$4,500.00 per parcel and 1 City Park parcel at 4 units for a total assessment amount of \$162,000.

ii. Minnesota Street from 7th North Street to 9th North Street.

The development along this two-block segment of Minnesota Street is primarily residential with one block split between commercial and residential.

The benefit of the roadway reconstruction improvement from 7th North Street to 9th North Street will be specially assessed on a unit basis of \$4,500.00 to each residentially zoned parcel abutting the project and an incremental benefit for the three commercial parcels abutting the project. If each parcel were assessed according to this methodology, the estimate of the amount to be specially assessed would be 22 single family parcels at \$4,500.00 per parcel, 2 commercial parcels at 2 units and 1 commercial parcel at 1 unit for a total assessment amount of \$121,500.

iii. Oakwood Avenue from Boettger Road to Milford Street.

The development along this segment of Oakwood Avenue is residential.

The benefit of the roadway reconstruction improvement from Boettger Road to Milford Street will be specially assessed on a unit basis of \$4,500.00 to each residentially zoned parcel abutting the project and an incremental benefit for the one commercial parcel abutting the project. If each parcel were assessed according to this methodology, the estimate of the amount to be specially assessed would be 20 single family parcels at \$4,500.00 per parcel and 1 commercial parcel at 2 units for a total assessment amount of \$99,000.

iv. Alley Block 97 South of Center Street.

Alley from 8th South Street to 9th South Street between Broadway and State Street.

The benefit of this residential alley reconstruction will be specially assessed to the abutting property on a front foot basis. The estimated project cost and benefit is \$66.00 per front foot per side. The estimate of the total amount to be assessed is \$46,200.

v. Alley Block 96 South of Center Street.

Alley from 9th South Street to 10th South Street between Broadway and State Street.

The benefit of this residential alley reconstruction will be specially assessed to the abutting property on a front foot basis. The estimated project cost and benefit is \$66.00 per front foot per side. The estimate of the total amount to be assessed is \$46,200.

vi. Alley Block 93 South of Center Street.

Alley from 12th South Street to 13th South Street between Broadway and State Street.

The benefit of this residential alley reconstruction will be specially assessed to the abutting property on a front foot basis. The estimated project cost and benefit is \$66.00 per front foot per side. The estimate of the total amount to be assessed is \$46,200.

vii. Miscellaneous Storm Sewer, Concrete Sidewalk and ADA Improvements.

No special assessments will be assigned.

Subtotal 2023 Utility, Street and Alley Improvements – Group I

Estimated Special Assessments \$521,100

B. 2023 MSAS Improvement Project

i. North Highland Avenue from Oak Street to US Highway 14.

The development along this segment of North Highland Avenue is primarily agriculture with a small amount of residential. The original improvements to this segment were constructed in 2007 and has since experienced utility trench

settlement. Due to the age of the segment not reaching its expected useful life there will be no assessments assigned for this project.

ii. North Broadway from 20th North Street to CSAH 13/North Highland Avenue.

The development along this segment of North Broadway is primarily industrial/commercial with slight residential use on the northern project limits.

The benefit of the roadway full-depth reclamation improvement from 20th North Street to CSAH 13/North Highland Avenue will be specially assessed on a unit basis of \$2,925 to each of the 9 residentially zoned parcel abutting the project, an incremental benefit for the City-owned park land and an incremental benefit for the thirteen industrial/commercial parcels abutting the project. If each parcel were assessed according to this methodology, the estimate of the amount to be specially assessed would be 9 single family parcels at \$2,925 per parcel, City park parcel at 12 units, 1 commercial parcel at 8 units, 1 commercial parcel at 6 units, 6 commercial parcels at 4 units, 1 multi-family parcel at 4 units, and 4 commercial parcels at 2 units for a total of 71 units and assessment amount of \$207,675.

Subtotal 2023 MSAS Improvement Project	
Estimated Special Assessments	\$207,675

C. 2023 Railroad Crossing Safety Improvements.

No special assessments will be assigned.

Subtotal 2023 Railroad Crossing Safety Improvement Project	
Estimated Special Assessments	\$0.00

D. 2023 Surface Reconstruction Project by City Forces.

The benefit of the Surface Reconstruction by City Forces will be specially assessed at the rate of \$2,025 per residential parcel to the adjacent property while assigning incremental benefit to larger non-residential parcels estimated as follows:

i. German Street from 12th South Street to 16th South Street (4 Blocks)

29 Residential Parcels x \$2,025 per parcel =	\$58,725
4 Units (Park) x \$2,025 per unit =	\$8,100
12 Units (5 multi-family parcels) x \$2,025 per unit =	\$24,300

ii. State Street from 17th North Street to 19th North Street (2 Blocks)

8 Units (North Park) x \$2,025 per parcel =	\$16,200
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9 Units (Commercial Parcels) x \$2,025 per unit = \$18,225

iii. 8th North Street from Broadway to Washington Street (2 Blocks)

13 Residential Parcels x \$2,025 per parcel = \$26,325

4 Units (Washington Park) x \$2,025 per parcel = \$8,100

iv. 17th North Street from Franklin Street to Jefferson Street (1 Block)

4 Residential Parcels x \$2,025 per parcel = \$8,100

v. 6th South Street from Broadway to German Street

12 Residential Parcels x \$2,025 per parcel = \$24,300

2 Units (Commercial Parcel) x \$2,025 per parcel = \$4,050

vi. 1st South Street from Valley Street to Front Street (1 Block)

3 Residential Parcels x \$2,025 per parcel = \$6,075

2 Units (Commercial Parcel) x \$2,025 per parcel = \$4,050

Subtotal 2023 Surface Reconstruction Project

Estimated Special Assessments \$206,550

E. 2023 Brown County Project.

i. CSAH 26 (10th South Street and Summit Avenue) from Broadway to the entrance of Flandrau State Park.

The development along this segment of roadway is residential. Brown County does not assess for improvements, therefore no assessments will be assigned

Subtotal 2023 Brown County Project

Estimated Special Assessments \$0.00

F. 2023 Airport Improvement Projects.

Terminal parking lot & apron reconstruction, fuel system replacement and wildlife safety fencing.

No special assessments will be assigned.

Subtotal 2023 Airport Improvement Projects

Estimated Special Assessments \$0.00

G. 2023 Tree Planting Project.

This group of work includes the planting of new and/or replacement trees on the proposed 2023 construction projects.

Subtotal 2023 Tree Planting Project
Estimated Special Assessments

\$0.00

SUMMARY OF SECTION 7 – ESTIMATED SPECIAL ASSESSMENT AMOUNTS

Project	Estimated Project Cost	Estimated Special Assessments
2023 Utility, Street & Alley Improvements	\$3,382,830	\$521,100
2023 MSAS Improvement Project	\$2,073,500	\$207,675
2023 Railroad Crossing Safety Improvements	\$350,000	\$0
2023 Surface Reconstruction Project	\$516,000	\$206,550
2023 Brown County Project	\$1,300,000	\$0
2023 Airport Projects	\$1,365,000	\$0
2023 Tree Planting Project	\$22,000	\$0
Summation 2023CIP	\$9,009,330	\$935,325

Section 8 - Projected Five-Year Capital Improvement Plan Listing

YEAR 2023

2023 Utility, Street and Alley Improvement – Group I Project

- Washington Street from 7th South Street to 10th South Street - \$1,476,420
 - Watermain (1940 Transite), Sanitary Sewer (1941 VCP) and Storm Sewer Extension
 - Roadway Reconstruction (OCI: 4) and ADA Improvements
- Minnesota Street from 7th North Street to 9th North Street - \$996,310
 - Watermain (1915 CIP), Sanitary Sewer (1922 VCP) and Storm Sewer Extension
 - Roadway Reconstruction (OCI: 34) and ADA Improvements
- Oakwood Avenue from Boettger Road to Milford Street - \$610,500
 - Roadway Reconstruction (OCI: 33) and ADA Improvements
- Alley Block 97 South of Center Street - \$46,200
 - 8th South Street to 9th South Street between Broadway & State Street
 - Alley Reconstruction (OCI: 10)
- Alley Block 96 South of Center Street - \$46,200
 - 9th South Street to 10th South Street between Broadway & State Street
 - Alley Reconstruction (OCI: 0)
- Alley Block 93 South of Center - \$46,200
 - 12th South Street to 13th South Street between Broadway & State Street
 - Alley Reconstruction (OCI: 0)
- Miscellaneous Storm Sewer, Concrete Sidewalk & ADA Improvements - \$100,000
 - Storm Sewer, Concrete Sidewalk ADA Improvements
- Estimated Cost: \$3,382,830

2023 MSAS Improvement Project

- North Highland Avenue from Oak Street to HWY 14 - \$852,500
 - Roadway Mill & Overlay and ADA Improvements (OCI: 65)
- North Broadway from 20th North Street to CSAH 13 - \$1,221,000
 - Roadway Full Depth Reclamation and ADA Improvements (OCI: 21)
- Estimated Cost: \$2,073,500

2023 Railroad Crossing Safety Improvements

- Installation of Lights and Gates at the Valley Street Crossing
- Estimated Cost: \$350,000

2023 Surface Reconstruction Project (City Forces)

- German Street from 12th South Street to 16th South Street (4 Blocks) - \$172,000
 - Roadway Surface Reconstruction (OCI: 30)
- State Street from 17th North Street to 19th North Street (2 Blocks) - \$86,000
 - Roadway Surface Reconstruction (OCI: 8)
- 8th North Street from Broadway to Washington Street (2 Blocks) - \$86,000

- Roadway Surface Reconstruction (OCI: 18)
- 17th North Street from Franklin Street to Jefferson Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 39)
- 6th South Street from Broadway to German Street (2 Blocks) - \$86,000
 - Roadway Surface Reconstruction (OCI: 13)
- 1st South Street from Valley Street to Front Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 14)
- Estimated Cost: \$516,000

2023 Brown County Project

- CSAH 26 (10th South Street & Summit Avenue) from Broadway to Flandrau State Park Entrance
 - Roadway Mill & Overlay (OCI: 52)
- Estimated Cost: \$1,300,000

2023 Airport Project

- Terminal Parking Lot Reconstruction
- Terminal Apron Reconstruction
- Fuel System Replacement
- Phase I of Wildlife Fencing
- Estimated Cost: \$1,365,000

2023 Tree Planting Project

- Planting of new and/or replacement trees on 2023 Projects
- Estimated Cost: \$22,000

Estimated Total Cost 2023 CIP: \$9,009,330

YEAR 2024

2024 Utility, Street and Alley Improvement – Group I Project

- Bridge Street from Cottonwood Street to Tower Road - \$2,940,000
 - Watermain (1954 CIP), Sanitary Sewer (1954 VCP) and Storm Sewer Modifications
 - Roadway Reconstruction (OCI: 7) and ADA Improvements
- Lakeside Village Addition Roadway Improvements - \$2,058,550
 - Initial Roadway Improvements, Sidewalk, Street Lighting and Restoration
- Alley Block 2 North of Center Street - \$50,000
 - 2nd North Street to 3rd North Street between Valley & Front Street
 - Alley Reconstruction (OCI: 48, recent seal coat)
- Alley Block 0 South of Center Street - \$50,000
 - Center Street to 1st South Street between Valley & Front Street
 - Alley Reconstruction (OCI: 5)
- Concrete Sidewalk & ADA Improvements - \$100,000
 - Concrete Sidewalk ADA Improvements
- Estimated Cost: \$5,198,550

2024 MSAS Improvement Project

- 20th South Street from Broadway to Bridge No. 08520
 - Watermain (1954 CIP), Sanitary Sewer (1929 VCP) and Storm Sewer Modifications
 - Roadway Reconstruction (OCI: 17) and ADA Improvements
- Estimated Cost: \$4,465,000

2024 Mn/DOT Project

- HWY 14 & North Highland Avenue Roundabout Construction
- Estimated Cost: \$2,400,000

2024 Recreational Trail Reconstruction

- Recreational Trail from 20th South Street to 12th South Street
 - Trail Full Depth Reclamation (OCI: 34)
 - Dependant on City Receiving DNR Trail Grant
- Estimated Cost: \$150,000

2024 Surface Reconstruction Project (City Forces)

- 10th South Street from Valley Street to Front Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 14)
- 8th South Street from Valley Street to Front Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 15)
- 7th South Street from Railroad Tracks to Front Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 33)
- 5th South Street from Valley Street to Front Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 8)

- 13th South Street from Minnesota Street to German Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 9)
- German Street from 19th North Street to 20th North Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 49)
- Payne Street from 16th North Street to North Terminus (2 Blocks) - \$86,000
 - Roadway Surface Reconstruction (OCI: 15)
- Courtland Circle from Jonathon Drive to Terminus (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 10)
- 11th South Street from Payne Street to Jefferson Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 36)
- South Park Road from 17th South Street to 18th South Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 8)
- Estimated Cost: \$516,000

2024 Airport Project

- Phase II Wildlife Fencing
- Estimated Cost: \$500,000

2024 Tree Planting Project

- Planting of new and/or replacement trees on 2024 Projects
- Estimated Cost: \$66,000

Estimated Total Cost 2024 CIP: \$11,725,550

YEAR 2025

2025 Utility, Street and Alley Improvement – Group I Project

- German Street from Center Street to 3rd North Street - \$1,806,000
 - Watermain (1906 CIP), Sanitary Sewer (1915 Seg. Block) and Storm Sewer Modifications
 - Roadway Reconstruction (OCI: 37) and ADA Improvements
- Valley Street from 3rd North Street to Center Street - \$967,000
 - Roadway Reconstruction (OCI: 27) and ADA Improvements
- 12th South Street from Minnesota Street to Valley Street - \$709,500
 - Roadway Reconstruction (OCI: 14) and ADA Improvements
- North Broadway from 19th North Street to 20th North Street - \$322,500
 - Roadway Reconstruction (OCI: 56) and ADA Improvements
- Alley Block 77 North of Center Street - \$50,000
 - 11th North Street to 12th North Street between Broadway & Minnesota Street
 - Alley Reconstruction (OCI: 3)
- Alley Block 94 North of Center Street - \$50,000
 - 11th North Street to 12th North Street between Broadway & State Street
 - Alley Reconstruction (OCI: 13)
- Alley Block 103 North of Center Street - \$50,000
 - 2nd North Street to 3rd North Street between Broadway & State Street
 - Alley Reconstruction (OCI: 0)
- Concrete Sidewalk & ADA Improvements - \$100,000
 - Concrete Sidewalk ADA Improvements
- Estimated Cost: \$4,055,500

2025 Railroad Crossing Safety Improvements

- Installation of Lights and Gates at the 16th South Street Crossing
- Estimated Cost: \$400,000

2025 Surface Reconstruction Project (City Forces)

- Summit Avenue from State Park Road to Golf Drive (3 Blocks) - \$125,000
 - Roadway Surface Reconstruction (OCI: 13)
- 5th North Street from Broadway to German Street (2 Blocks) - \$124,000
 - Roadway Surface Reconstruction (OCI: 14)
- 3rd North Street from Broadway to Washington Street (2 Blocks) - \$86,000
 - Roadway Surface Reconstruction (OCI: 14)
- Cottonwood Street from Broadway to Bridge Street (1.5 Blocks) - \$64,500
 - Roadway Surface Reconstruction (OCI: 33)
- Bianchi Drive from North Highland Avenue to Clay Circle (1.5 Blocks) - \$64,500
 - Roadway Surface Reconstruction (OCI: 54)
- Estimated Cost: \$464,000

Estimated Total Cost 2025 CIP: \$4,919,500

YEAR 2026

2026 Utility, Street and Alley Improvement – Group I Project

- State Street from 12th North Street to 16th North Street - \$2,580,000
 - Watermain (1936 Transite), Sanitary Sewer (1950 VCP) and Storm Sewer Modifications
 - Roadway Reconstruction (OCI: 6) and ADA Improvements
- German Street from Center Street to 3rd South Street - \$1,935,000
 - Watermain (1891 CIP), Sanitary Sewer (1906 Block) and Storm Sewer Modifications
 - Roadway Reconstruction (OCI: 13) and ADA Improvements
- Minnesota Street from 19th North Street to 20th North Street - \$279,500
 - Initial Roadway Improvements, Sidewalk, Street Lighting and Restoration
- Alley Block 3 South of Center Street - \$50,000
 - 3rd South Street to 4th South Street between Front Street & Valley Street
 - Alley Reconstruction (OCI: 38)
- Concrete Sidewalk & ADA Improvements - \$100,000
 - Concrete Sidewalk ADA Improvements
- Estimated Cost: \$4,944,500

2026 MSAS Improvement Project

- Garden Street from Center Street to 5th North Street - \$3,225,000
 - Watermain (1941 Transite) and Storm Sewer Modifications
 - Roadway Reconstruction (OCI: 45), 5th North Mini-Roundabout and ADA Improvements
 - STP Small Urban future application

2026 Recreational Trail Reconstruction

- Recreational Trail from 12th South Street to 3rd South Street
 - Trail Full Depth Reclamation (OCI: 15)
 - Dependent on City Receiving DNR Trail Grant
- Estimated Cost: \$150,000

2026 Surface Reconstruction Project (City Forces)

- Point Lookout Alley (Blocks 159/160 South) - \$30,000
 - Roadway Surface Reconstruction (OCI: 23)
- Jonathon Drive from Summit Ave to South leg of McIntosh Drive (5 Blocks) - \$215,000
 - Roadway Surface Reconstruction (OCI: 42)
- Karl Drive from CSAH 29 to North Highland Avenue (2.5 Blocks) - \$107,500
 - Roadway Surface Reconstruction (OCI: 44)
- Meyer Drive from Karl Drive to Terminus (1.5 Blocks) - \$64,500
 - Roadway Surface Reconstruction (OCI: 36)
- Estimated Cost: \$417,000

2026 Tree Planting Project

- Planting of new and/or replacement trees on 2026 Projects
- Estimated Cost: \$44,000

Estimated Total Cost 2026 CIP: \$8,780,500

YEAR 2027

2027 Utility, Street and Alley Improvement – Group I Project

- Front Street from Center Street to 3rd South Street - \$3,000,000
 - Watermain (1908 CIP), Sanitary Sewer (1933 VCP) and Storm Sewer Extension
 - Roadway Reconstruction (OCI: 93) and ADA Improvements
 - Not assessable, would be contingent on PUC funding
- State Street from Center Street to 2nd South Street - \$1,032,000
 - Watermain (1891 CIP), Sanitary Sewer (1906 VCP) and Storm Sewer Modifications
 - Roadway Reconstruction (OCI: 44) and ADA Improvements
- Alley Block 110 South of Center Street - \$50,000
 - 4th South Street to 5th South Street between State Street & Washington Street
 - Alley Reconstruction (OCI: 3)
- Alley Block 62 North of Center Street - \$50,000
 - 3rd North Street to 4th North Street between Minnesota Street & German Street
 - Alley Reconstruction (OCI: 33)
- Alley Block 60 South of Center Street - \$50,000
 - 5th South Street to 6th South Street between Minnesota Street & German Street
 - Alley Reconstruction (OCI: 3)
- Concrete Sidewalk & ADA Improvements - \$100,000
 - Concrete Sidewalk ADA Improvements
- Estimated Cost: \$4,282,000

2027 Surface Reconstruction Project (City Forces)

- 21st North Street from North Broadway to Compost Site (3 Blocks) - \$129,000
 - Roadway Surface Reconstruction (OCI: 52)
- 3rd South Street from Broadway to Front Street (5 Blocks) - \$250,000
 - Roadway Surface Reconstruction (OCI: 36)
- Jefferson Street from 12th North Street to 13th North Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 21)
- 2nd North Street from Jefferson Street to Franklin Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 38)
- 1st South Street from State Street to Washington Street (1 Block) - \$43,000
 - Roadway Surface Reconstruction (OCI: 29)
- Estimated Cost: \$508,000

2027 Tree Planting Project

- Planting of new and/or replacement trees on 2027 Projects
- Estimated Cost: \$22,000

Estimated Total Cost 2027 CIP: \$4,812,000

FUTURE PROJECTS IDENTIFIED BEYOND 2027

Utility, Street and Alley Improvements / MSAS Improvements

- Franklin Street from 5th North Street to 12th North Street (2027 if no Front Street)
- Franklin Street from Center Street to 5th North Street
- Payne Street from Center Street to 8th North Street (2028)
- German Street from 7th South Street to 3rd South Street (2028)
- State Street from 8th North Street to 5th North Street (2030)
- State Street from 5th North Street to Center Street (2029)
- State Street from 2nd South Street to 7th South Street (2030)
- Center Street from Broadway to German Street
- Center Street from German Street to Front Street
- 1st North Street from German Street to Front Street
- 1st South Street from Broadway to Front Street
- 3rd North Street from Minnesota Street to Front Street (2029)
- Oakwood Avenue from Hazelwood Avenue to Hollywood Avenue (2030)
- West Street from 5th North Street to South Terminus
- Linden Street from 5th North Street to 3rd North Street
- 3rd North Street from Garden Street to Linden Street
- Alley Reconstruction
- Recreational Trail Rehab/Overlay
 - 3rd South Street to CSAH 13

Surface Reconstruction Improvements

- Golf Drive from Summit Avenue to Terminus

SUMMARY OF SECTION 8 – 5-Year CIP ESTIMATED PROJECT COSTS

CIP Year	Estiamted Project Cost
2023	\$9,009,330
2024	\$11,725,500
2025	\$4,919,500
2026	\$8,780,500
2027	\$4,812,000
Summation 2023 - 2027 CIP Estimated Cost	\$39,246,830

Section 9 - 2023 Project Descriptions and Basis of Preliminary Estimated Costs

A. 2023 Utility, Street and Alley Improvements – Group I Project.

This group of work includes improvements that have been petitioned for and/or ordered in by the City Council, as well as other improvements that should be considered as potential construction candidates. The improvements and associated estimates of cost that I recommend for consideration are as follows:

i. Washington Street from 7th South Street to 10th South Street:

Reconstruction of the existing watermain, sanitary sewer main, sewer and water end services and reconstruction of the existing roadway section including excavation and replacement of subgrade, aggregate base, bituminous paving, pavement subdrains, storm sewer extension and inlet structure reconstruction, concrete curb and gutter, pedestrian sidewalk ramps, street lighting and selective replacement of concrete driveway pavement and sidewalk.

Existing Infrastructure:

Segment Termini	Watermain	Sanitary Sewer	Storm Sewer
7 th to 8 th South	6" Transite (1940)	8" Clay (1963)	N/A
8 th to 9 th South	6" Transite (1940)	8" Clay (1941)	N/A
9 th to 10 th South	6" Transite (1940)	8" Clay (1941)	At 9 th & 10 th

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
282	7 th to 8 th South	4	2021	1952	430 LF
283	8 th to 9 th South	5	2021	1952	430 LF
284	9 th to 10 th South	4	2021	1952	430 LF
	3 Blocks Total				1,290 LF

Roadway Plan & Profile:

Plan File: 12-5406

Estimated Project Element Length:

1,290 LF Watermain Reconstruction
1,290 LF Sanitary Sewer Reconstruction
860 LF Storm Sewer Extension
1,290 LF Roadway Reconstruction

Recommended Improvements and Estimated Cost:

- a. Watermain Reconstruction
1,290 LF 8" PVC x \$125/LF = \$161,250
- b. Replace Existing Water End Services

38 Each x \$2,300/Each =	<u>\$87,400</u>
Total Watermain & Water End Services =	\$248,650
c. Sanitary Sewer Main Reconstruction	
1,290 LF 8" SDR 26 PVC x \$115/LF =	\$148,350
d. Replace Existing Sewer End Services	
38 Each x \$1,500/Each =	<u>\$57,000</u>
Total Sanitary Main & End Services =	\$205,350
e. Storm Sewer Extension	
860 LF 15" RCP x \$180/LF =	\$154,800
f. Roadway Reconstruction	
1,290 LF x \$500/LF =	\$645,000
g. Street Lighting Conduit System	
1,290 LF x 2 sides x \$22/LF =	\$56,760
Estimated Contract Cost =	\$1,310,560
Engineering Service Fee (10%) =	\$131,060
PUC Street Lighting Charges	
12 Decorative Standards x \$2,900/Each =	\$34,800
Total Estimated Cost =	\$1,476,420

ii. Minnesota Street from 7th North Street to 9th North Street:

Reconstruction of the existing watermain, sanitary sewer main, sewer and water end services and reconstruction of the existing roadway section including excavation and replacement of subgrade, aggregate base, bituminous paving, pavement subdrains, storm sewer extension and inlet structure reconstruction, concrete curb and gutter, pedestrian sidewalk ramps, street lighting and selective replacement of concrete driveway pavement and sidewalk.

Existing Infrastructure:

Segment Termini	Watermain	Sanitary Sewer	Storm Sewer
7 th to 8 th North	6" CIP (1915)	12" VCP (1922)	N/A at 8 th North
8 th to 9 th North	6" CIP (1915)	12" VCP (1922)	N/A

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
17	7 th to 8 th North	40	2021	1938	430 LF
18	8 th to 9 th North	29	2021	1938	430 LF
	2 Blocks Total				860 LF

Roadway Plan & Profile:

Plan File: 7-3804

Estimated Project Element Length:

860 LF Watermain Reconstruction
860 LF Sanitary Sewer Reconstruction
430 LF Storm Sewer Extension
860 LF Roadway Reconstruction

Recommended Improvements and Estimated Cost:

a. Watermain Reconstruction	
860 LF 8" PVC x \$125/LF =	\$107,500
b. Replace Existing Water End Services	
35 Each x \$2,300/Each =	<u>\$80,500</u>
Total Watermain & Water End Services =	\$188,000
c. Sanitary Sewer Main Reconstruction	
860 LF 8" SDR 26 PVC x \$115/LF =	\$98,900
d. Replace Existing Sewer End Services	
35 Each x \$1,500/Each =	<u>\$52,500</u>
Total Sanitary Main & End Services =	\$151,400
e. Storm Sewer Extension	
430 LF 15" RCP x \$180/LF =	\$77,400
f. Roadway Reconstruction	
860 LF x \$500/LF =	\$430,000
g. Street Lighting Conduit System	
860 LF x 2 sides x \$22/LF =	\$37,840
Estimated Contract Cost =	\$884,640
Engineering Service Fee (10%) =	\$88,470
PUC Street Lighting Charges	
8 Decorative Standards x \$2,900/Each =	\$23,200
Total Estimated Cost =	\$996,310

iii. Oakwood Avenue from Boettger Road to Milford Street:

Reconstruction of the existing roadway section including excavation and replacement of subgrade, aggregate base, bituminous paving, pavement subdrains, selective replacement of concrete curb & gutter, pedestrian sidewalk ramps and selective replacement of concrete driveway pavement and sidewalk.

Existing Infrastructure:

Segment Termini	Watermain	Sanitary Sewer	Storm Sewer
Boettger to Milford	8" DIP (1990)	8" PVC (1990)	15" RCP (1990)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
769	Boettger to Milford	33	2019	1993	1,110

Roadway Plan & Profile:

Plan File: 36-9315

Estimated Project Element Length:

1,110 LF Roadway Reconstruction

Recommended Improvements and Estimated Cost:

a. Roadway Reconstruction

1,110 LF x \$550/LF = \$610,500

Estimated Contract Cost = \$610,500

Engineering Service Fee (10%) = \$61,000

Total Estimated Cost = \$671,500

iv. Alley Block 97 South of Center Street.

Alley from 8th South Street to 9th South Street between Broadway and State Street.

Reconstruction of the existing alley pavement section (14' wide) including grading, aggregate base (12"), bituminous surfacing (3"), seven inch (7") concrete alley approach pavement, miscellaneous removals and restoration.

Segment ID	OCI	Inspection Year	Year Paved	Segment Length (LF)
1558	10	2020	1986	367

Alley Plan & Profile:

Plan File: 36-8666

Recommended Improvements and Estimated Cost:

a. Alley Reconstruction

700 Front Foot x \$60/Front Foot = \$42,000

Estimated Contract Cost = \$42,000

Engineering Service Fee (10%) = \$4,200

Total Estimated Cost = \$46,200

v. Alley Block 96 South of Center Street.

Alley from 9th South Street to 10th South Street between Broadway and State Street.

Reconstruction of the existing alley pavement section (14' wide) including grading, aggregate base (12"), bituminous surfacing (3"), seven inch (7") concrete alley approach pavement, miscellaneous removals and restoration.

Segment ID	OCI	Inspection Year	Year Paved	Segment Length (LF)
1557	0	2020	1973	361

Alley Plan & Profile:

Plan File: 30-7320

Recommended Improvements and Estimated Cost:

a. Alley Reconstruction

700 Front Foot x \$60/Front Foot = \$42,000

Estimated Contract Cost = \$42,000

Engineering Service Fee (10%) = \$4,200

Total Estimated Cost = \$46,200

vi. Alley Block 93 South of Center Street.

Alley from 12th South Street to 13th South Street between Broadway and State Street.

Reconstruction of the existing alley pavement section (14' wide) including grading, aggregate base (12"), bituminous surfacing (3"), seven inch (7") concrete alley approach pavement, miscellaneous removals and restoration.

Segment ID	OCI	Inspection Year	Year Paved	Segment Length (LF)
1554	0	2020	1986	365

Alley Plan & Profile:

Plan File: 36-8661

Recommended Improvements and Estimated Cost:

a. Alley Reconstruction

700 Front Foot x \$60/Front Foot = \$42,000

Estimated Contract Cost = \$42,000

Engineering Service Fee (10%) = \$4,200

Total Estimated Cost = \$46,200

- vii. Miscellaneous Storm Sewer, Concrete Sidewalk and ADA Improvements.
ADA pedestrian ramp improvements to compliment the improvements scheduled within the 2023 Surface Reconstruction Project to meet the current ADA requirements as per New Ulm's adopted ADA Transition Plan and other miscellaneous concrete repairs.

Miscellaneous Storm Sewer Repairs at 19th North & Front Street:

Estimated Contract Cost =	\$14,109
Engineering Service Fee (10%) =	\$1,411
Total Estimated Cost =	\$15,520

Scheduled areas of Surface Reconstruction:

- a. German Street from 12th South Street to 16th South Street
Non-compliant ramps:
13th South Street 3 Ramps
14th South Street 3 Ramps
15th South Street 3 Ramps
16th South Street 1 Ramp
- b. State Street from 17th North Street to 19th North Street
Non-compliant ramps:
17th North Street 2 Ramps
18th North Street 4 Ramps
- c. 8th North Street from Broadway to Washington Street
Non-compliant ramps:
State Street 4 Ramps
- d. 17th North Street from Franklin Street to Jefferson Street
Non-compliant ramps:
Jefferson Street 2 Ramps
- e. 6th South Street from Broadway to German Street
Non-compliant ramps:
German Street 2 Ramps

Summation of Non-Compliant Pedestrian Ramps = 24 Ramps

Recommended Improvements and Estimated Cost:

- a. Pedestrian Ramp Reconstruction
24 Ramps x \$3,200/Ramp = \$76,800

Estimated Contract Cost =	\$76,800
Engineering Service Fee (10%) =	\$7,680
Total Estimated Cost =	\$84,480
Total Combined Estimated Cost =	\$100,000

Summation of Estimated Cost

2023 Utility, Street and Alley Improvement – Group I Project \$3,382,830

B. 2023 MSAS Improvement Project.

This group of work includes improvements on roadway segments and bridges currently on New Ulm's Municipal State Aid System (MSAS) except as noted.

i. North Highland Avenue from Oak Street to US HWY 14:

Bituminous mill & overlay of the existing roadway pavement, selective replacement of concrete curb & gutter and pedestrian sidewalk ramps.

Roadway Plan Set:

Plan File B6-0603

Estimated Project Length:

5,125 LF Roadway Improvements

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
1737	Oak to 12 th North	60	2019	2007	329
1735	12 th North to 13 th North	57	2019	2007	320
1736	13 th North to 14 th North	57	2019	2007	264
1755	14 th North to 15 th North	58	2019	2007	222
1756	15 th North to Elm	84	2019	2007	320
1757	Elm to 16 th North	50	2019	2007	330
1758	16 th North to Future 1	53	2019	2007	465
1759	Future 1 to Future 2	63	2019	2007	389
1760	Future 2 to Future 3	59	2019	2007	514
1761	Future 3 to Maplewood	59	2019	2007	350
1762	Maplewood to Henle	79	2019	2007	490
1763	Henle to Airport	81	2019	2007	353
1698	Airport to Frontage Rd	88	2019	2007	619
1764	Frontage to HWY 14	98	2019	2007	160
					5,125 LF

Recommended Improvement and Estimated Cost:

a. Roadway Construction	
5,125 LF x \$150/LF =	\$775,000
Estimated Contract Cost =	\$775,000
Engineering Service Fee (10%) =	\$77,500
Total Estimated Cost =	\$852,500

- ii. North Broadway from 20th North Street to CSAH 13/North Highland Avenue:
 Bituminous full depth reclamation of the existing roadway pavement, selective replacement of concrete curb & gutter and pedestrian sidewalk ramps.

Roadway Plan Set:
 Plan File 37-8601

Estimated Project Length:
 4,930 LF Roadway Improvements

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
759	20 th North to 21 st North	11	2021	1989	1300
760	21 st North to 22 nd North	25	2021	1989	1268
761	22 nd North to 23 rd North	37	2021	1989	1268
762	23 rd North to KC Road	11	2021	1989	1084
					4,930 LF

Recommended Improvement and Estimated Cost:

b. Roadway Construction	
4,930 LF x \$225/LF =	\$1,110,000
Estimated Contract Cost =	\$1,110,000
Engineering Service Fee (10%) =	\$111,000
Total Estimated Cost =	\$1,221,000

Estimated Cost	
2023 MSAS Improvement Project	\$2,073,500

C. 2023 Railroad Crossing Safety Improvements.

This group of work includes the installation of safety gates and lights at the Valley Street railroad crossing. This project has a 90%/10% State/Local cost split.

Estimated Cost

2023 Railroad Crossing Safety Improvements \$350,000

D. 2023 Surface Reconstruction Project by City Forces.

Removal of existing bituminous pavement, reshaping the existing gravel base, repave with four inches (4") of bituminous surfacing (unless noted otherwise) and selective replacement of concrete curb and gutter at the following locations:

i. German Street from 12th South Street to 16th South Street (4 Blocks)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)
325	12 th S to 13 th S	26	2021	1985	36	430	15,480
236	13 th S to 14 th S	27	2021	1985	36	430	15,480
237	14 th S to 15 th S	29	2021	1985	36	430	15,480
860	15 th S to 16 th S	37	2021	1986	36	430	15,480
	Average OCI:	30				1,720	61,920

Estimated Cost:

Convert to SY: (1SY/9SF) x 61,920 SF = 6,880 SY

6,880 SY x \$25/SY = \$172,000

ii. State Street from 17th North Street to 19th North Street (2 Blocks)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)
80	17 th N to 18 th N	5	2021	1984	36	430	15,480
81	18 th N to 19 th N	11	2021	1984	36	430	15,480
	Average OCI:	8				860	30,960

Estimated Cost:

Convert to SY: (1SY/9SF) x 30,960 SF = 3,440 SY

3,440 SY x \$25/SY = \$86,000

iii. 8th North Street from Broadway to Washington Street (2 Blocks)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)
392	Broadway to State	20	2022	1939	36	430	15,480
393	State to Washington	16	2022	1939	36	430	15,480
	Average OCI:	18				860	30,960

Estimated Cost:

Convert to SY: $(1\text{SY}/9\text{SF}) \times 30,960 \text{ SF} = 3,440 \text{ SY}$

$1,684 \text{ SY} \times \$25/\text{SY} = \$86,000$

iv. 17th North Street from Franklin Street to Jefferson Street (1 Block)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)
468	Franklin to Jefferson	39	2022	1984	36	430	15,480
	Average OCI:	39				430	15,480

Estimated Cost:

Convert to SY: $(1\text{SY}/9\text{SF}) \times 15,480 \text{ SF} = 1,720 \text{ SY}$

$1,720 \text{ SY} \times \$25/\text{SY} = \$43,000$

v. 6th South Street from Broadway to German Street (2 Blocks)

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)
534	Bwy to Minnesota	19	2022	1939	36	430	15,480
535	Minnesota to German	8	2022	1939	36	430	15,480
	Average OCI:	14				860	30,960

Estimated Cost:

Convert to SY: $(1\text{SY}/9\text{SF}) \times 30,960 \text{ SF} = 3,440 \text{ SY}$

$3,440 \text{ SY} \times \$25/\text{SY} = \$86,000$

vi. 1st South Street from Valley Street to Front Street

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Width (FT)	Segment Length (FT)	Pavement Area (SF)
492	Valley to Front	14	2022	1977	36	430	15,480
	Average OCI:	14				430	15,480

Estimated Cost:

Convert to SY: (1SY/9SF) x 15,480 SF = 1,720 SY

1,720 SY x \$25/SY = \$43,000

Summation of Estimated Cost

2023 Surface Reconstruction Project by City Forces \$516,000

E. 2023 Brown County Project.

This group of work includes improvements on roadway segments and bridges currently on Brown County's County State Aid System (CSAH) that are within the New Ulm Corporate Limits.

i. CSAH 26 (10th South Street & Summit Avenue) from Broadway to the entrance of Flandrau State Park.

This project consists of a bituminous mill & overlay, ADA sidewalk improvements and sanitary sewer main extension between Jefferson Street and Payne Street.

This project is contingent on Brown County receiving State Park Road Account Program Grant Funding. Grant funding awards are expected to be announced in April of 2023.

Roadway Plan Set:

Plan File B2-0201

Estimated Project Length:

4,846 LF Roadway Mill & Overlay Improvements

Existing Segment Conditions:

Segment ID	Segment Termini	OCI	Inspection Year	Year Paved	Segment Length (LF)
570	Broadway to State	59	2022	2002	450
571	State to Washington	44	2022	2002	431
572	Washington to Franklin	52	2022	2002	430
573	Franklin to Jefferson	35	2022	2002	430
574	Jefferson to Payne	33	2022	2002	449
575	Payne to Summit	48	2022	2002	1,310
804	10 th South to Southridge	78	2019	2002	229
805	Southridge to Lambrecht	52	2019	2002	329
806	Lambrecht to Lincoln	57	2019	2002	456
807	Lincoln to State Park	57	2019	2002	332
					4,846 LF

Recommended Improvement and Estimated Cost:

a. Roadway Construction	
4,846 LF x \$268/LF =	\$1,300,000
Total Estimated Cost =	\$1,300,000

Estimated Contract Cost	
2023 Brown County Project	\$1,300,000

F. 2023 Airport Improvement Projects.

This group of work includes the following improvements to the Airport grounds:

- i. Terminal Parking Lot Rehabilitation
Reconstruction of the Terminal Building parking lot, including ADA improvements.
- ii. Terminal Apron Expansion
Expansion of the Airport Terminal Apron for future hangar development.
- iii. Aircraft Fuel System Replacement
Replacement of the existing Airport fueling system.
- iv. Wildlife Safety Fencing
Installation of Phase I of the wildlife safety fencing around the airport grounds.

Estimated Contract Cost	
2023 Airport Improvement Projects	\$1,365,000

G. 2023 Tree Planting Project.

Tree Plantings	
20 Each x \$1,000/Each =	\$20,000
Estimated Contract Cost =	\$20,000
Engineering Service Fee (10%) =	\$2,000
Total Estimated Cost =	\$22,000
Estimated Contract Cost	
2023 Tree Planting Project	\$22,000

SUMMARY OF SECTION 9 – PRELIMINARY ESTIMATED COST FOR 2023 CIP

A. 2023 Utility, Street & Alley Improvements – Group I	\$3,382,830
B. 2023 MSAS Improvement Project	\$2,073,500
C. 2023 Railroad Crossing Safety Improvements	\$350,000
D. 2023 Surface Reconstruction Project by City Forces	\$516,000
E. 2023 Brown County Project	\$1,300,000
F. 2023 Airport Project	\$1,365,000
G. 2023 Tree Planting Project	\$22,000
SUMMATION 2023 CIP	\$9,009,330

Appendices – Maps #1 Through #9

Map #1 – 2010 Roadway OCI Map

Map #2 – 2023 Roadway OCI Map

Map #3 – 2023 Alley OCI Map

Map #4 – 2023 CIP Map

Map #5 – 2024 CIP Map

Map #6 – 2025 CIP Map

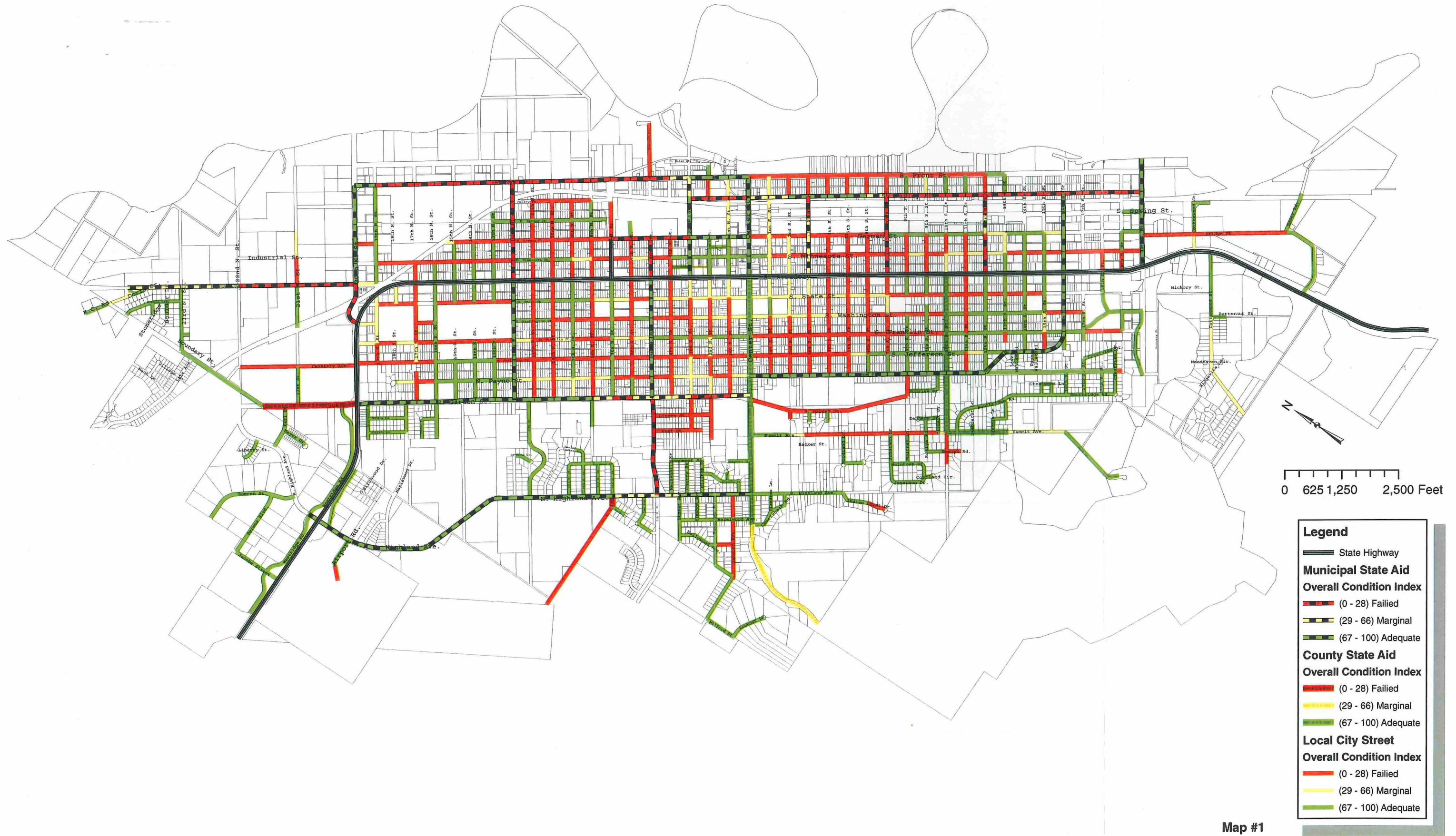
Map #7 – 2026 CIP Map

Map #8 – 2027 CIP Map

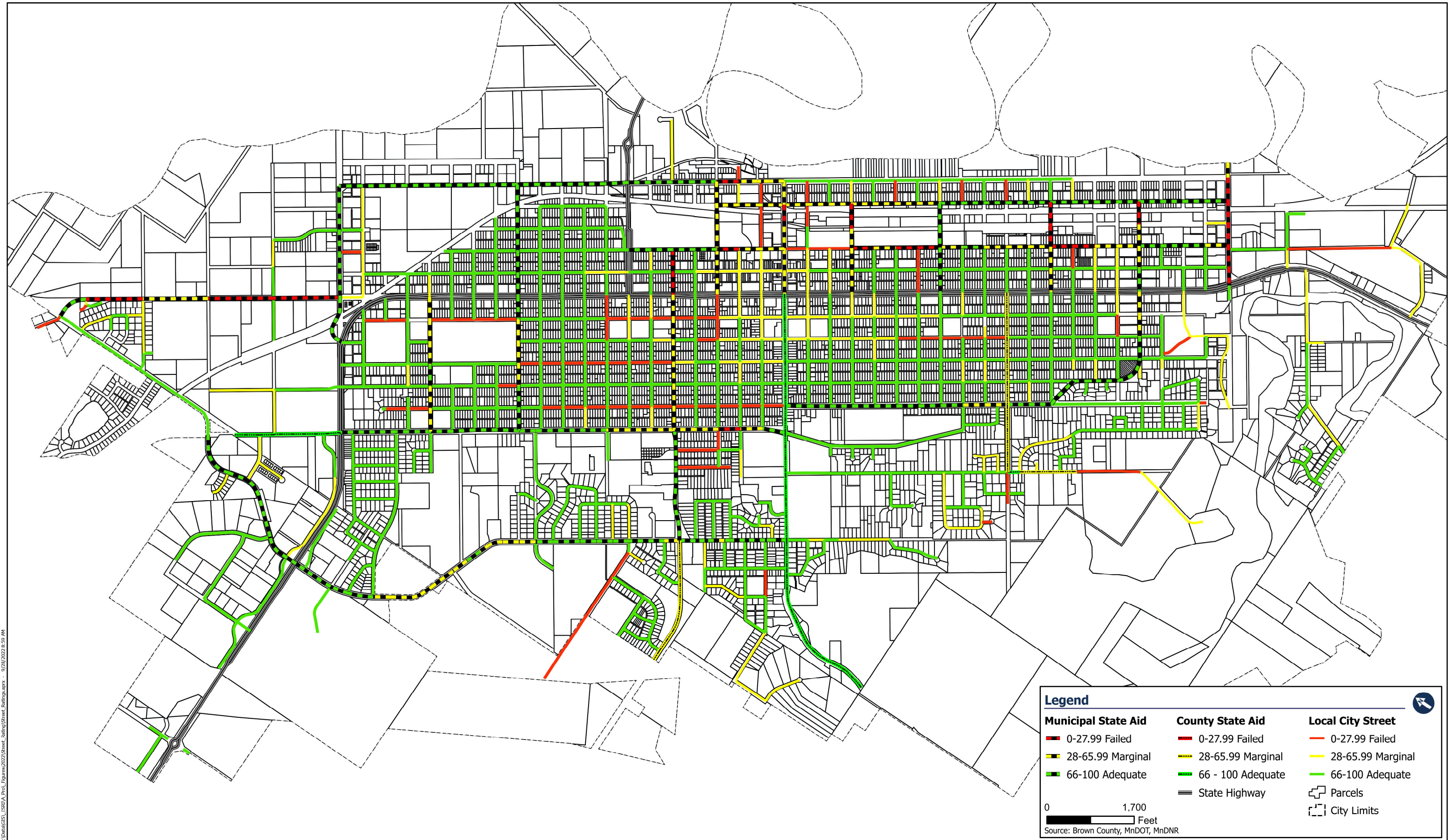
Map #9 – 2023 – 2027 CIP Map



City of New Ulm Street Condition 2010



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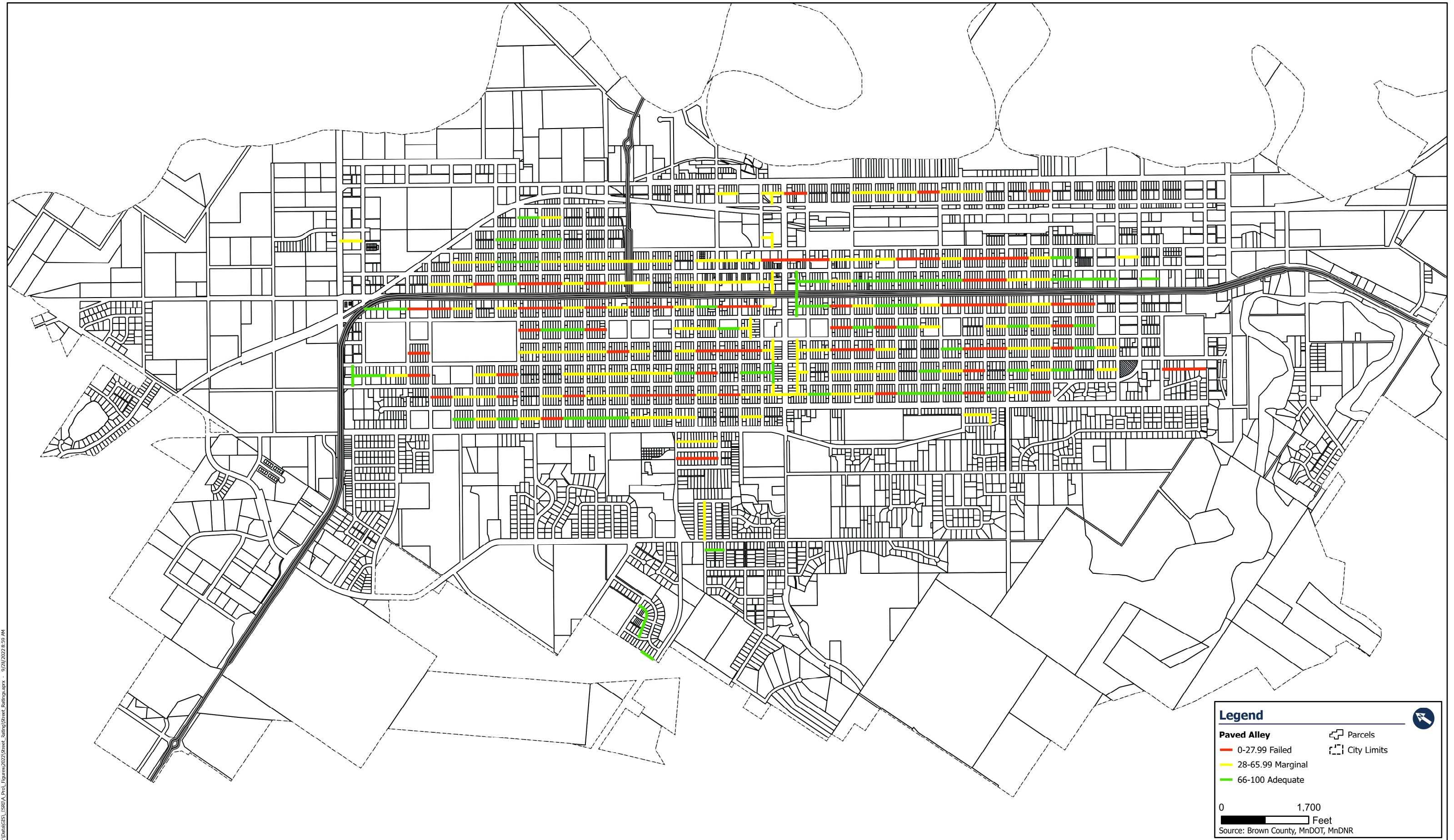


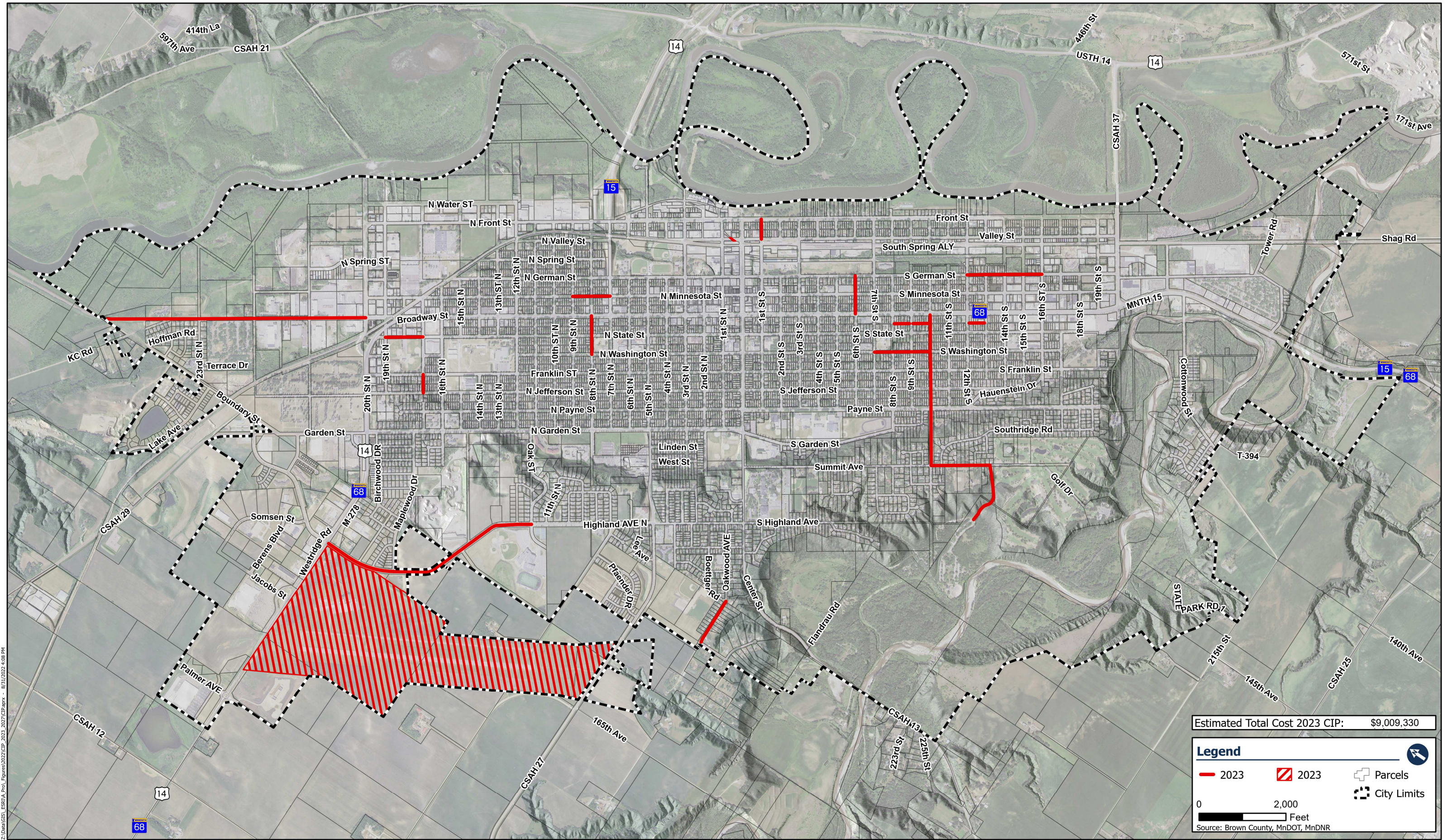
2023 Street Pavement Conditions

September 2022

Map #2

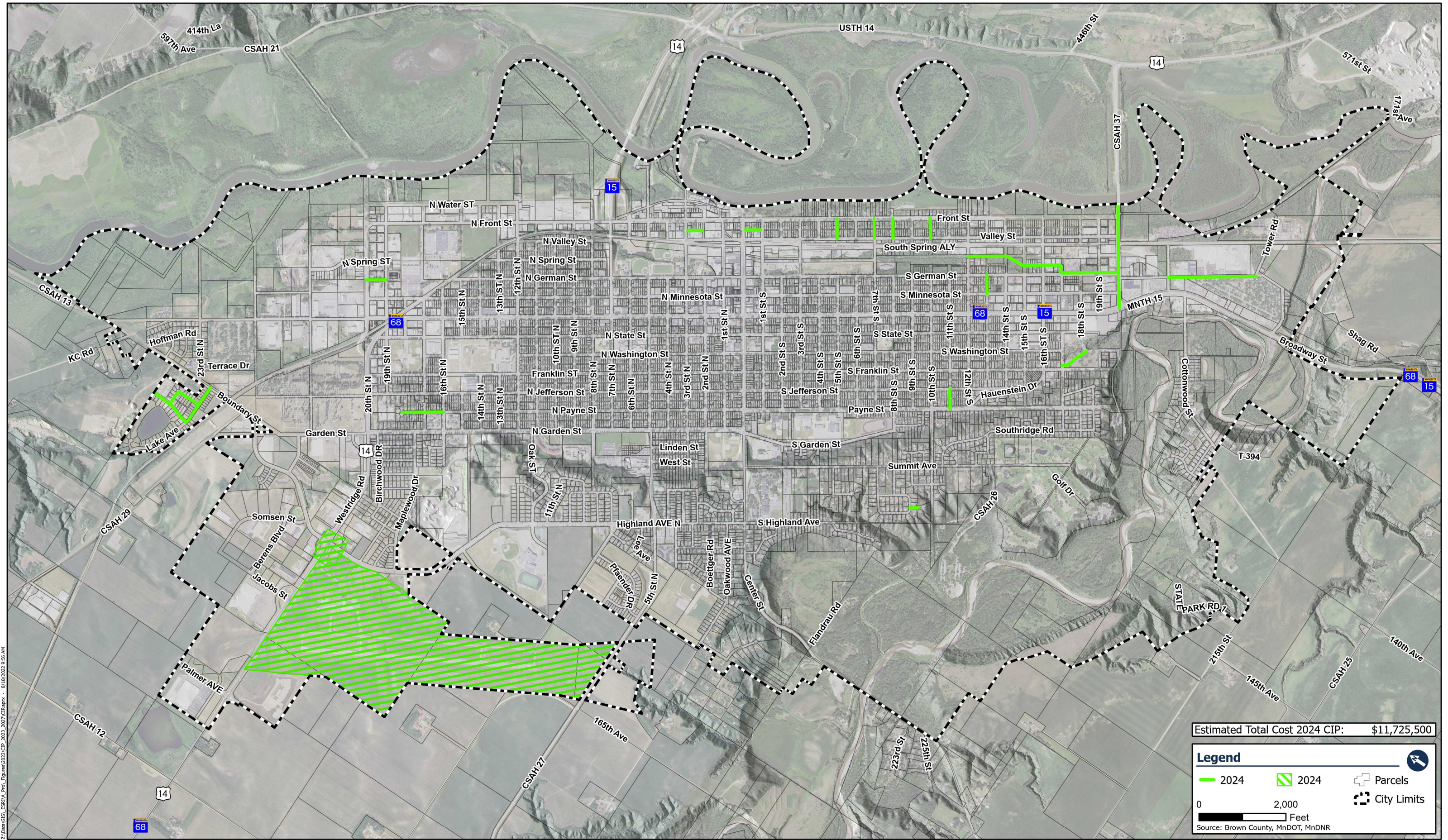
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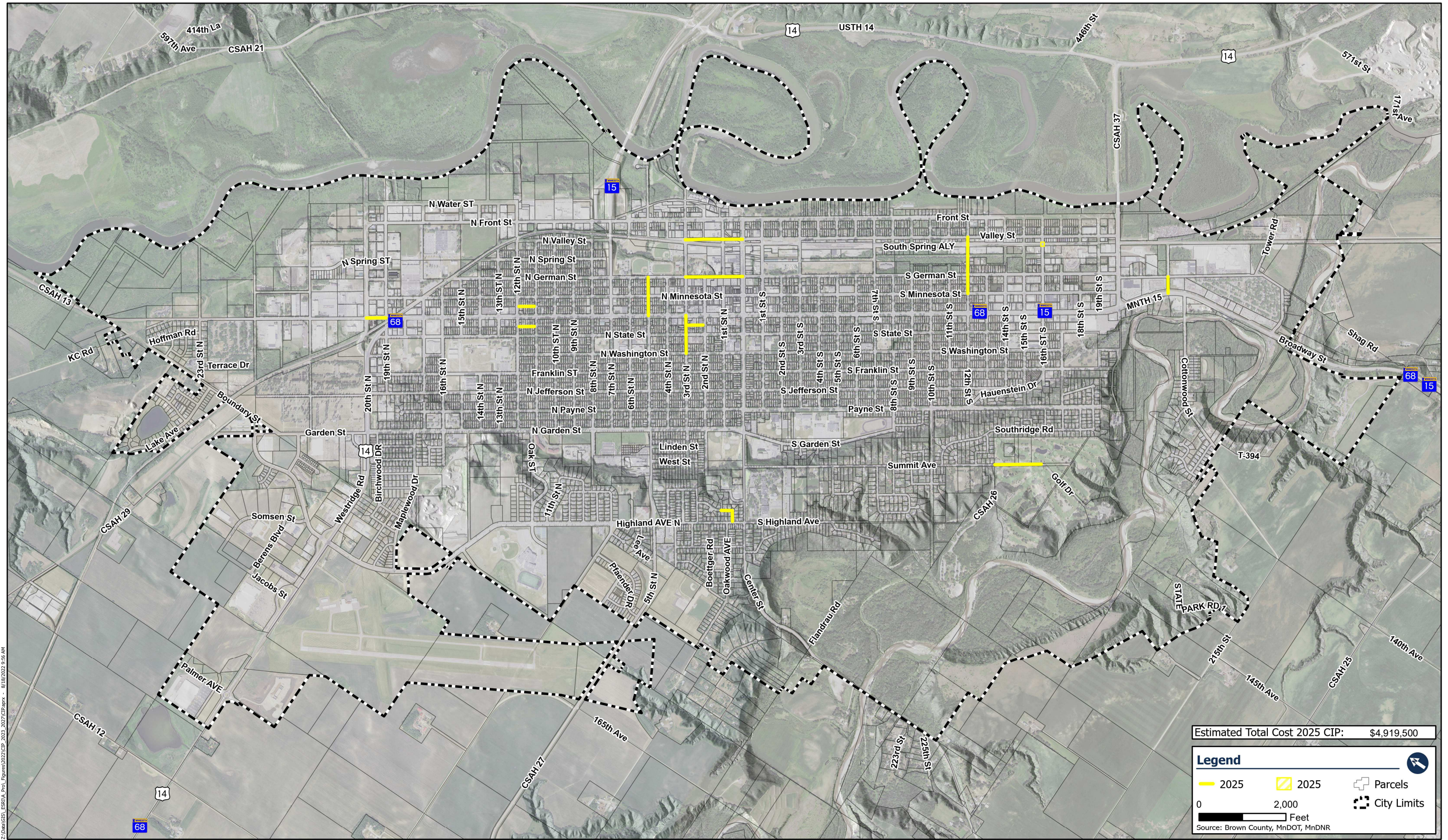
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Estimated Total Cost 2025 CIP: \$4,919,500

Legend

2025

2025

Parcels

City Limits

02,000

Feet

Source: Brown County, MnDOT, MnDNR

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2025 CIP

August 2022

Map #6

